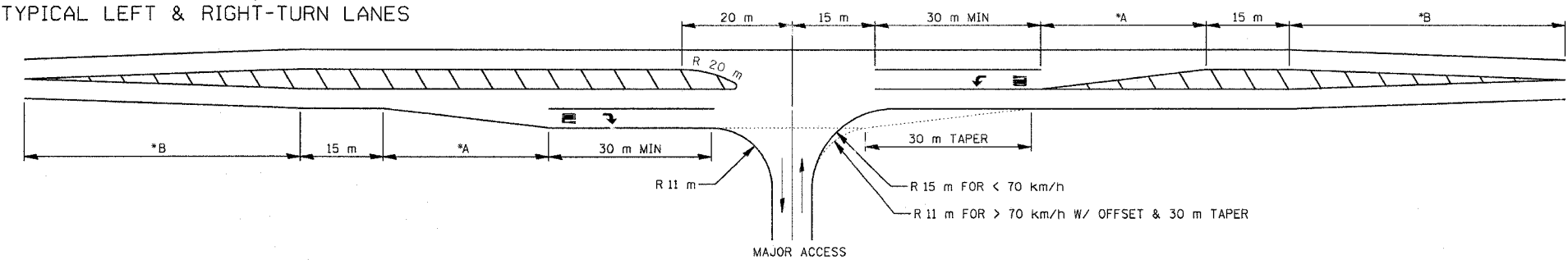
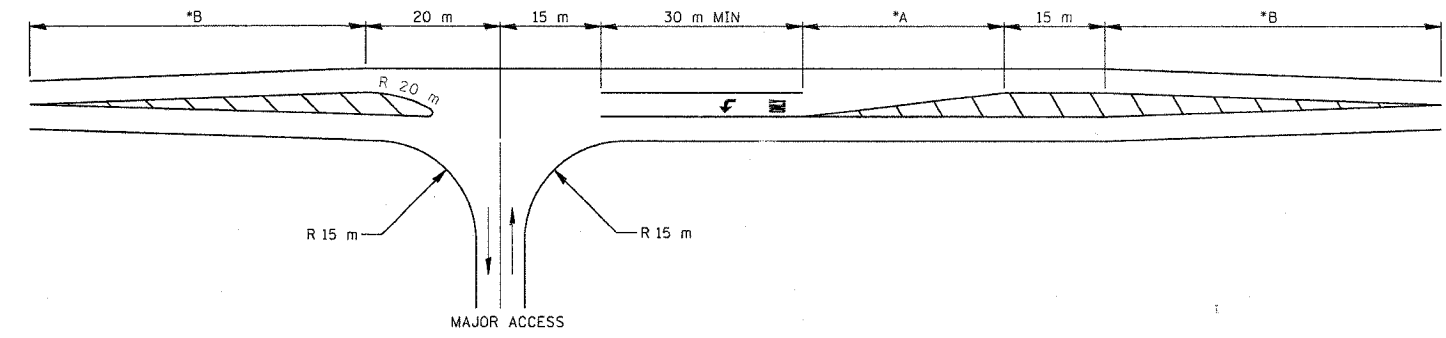


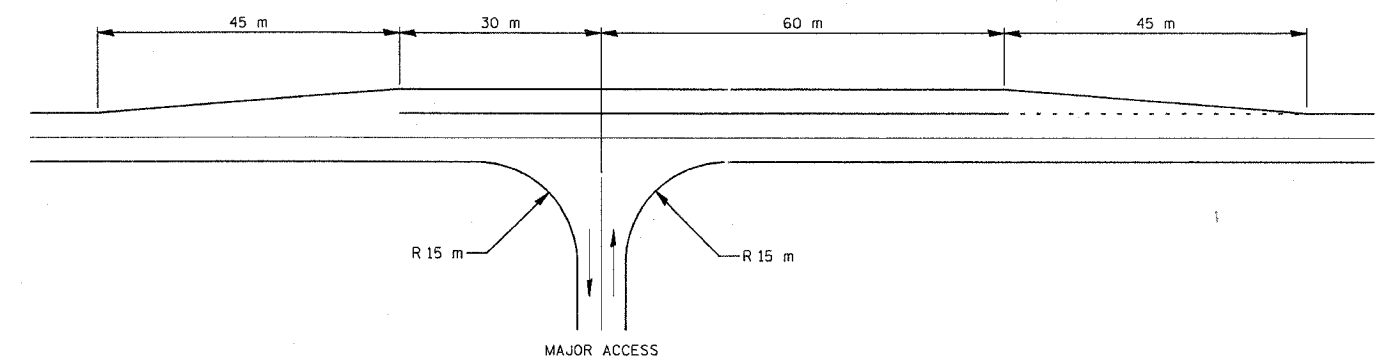
TYPICAL LEFT & RIGHT-TURN LANES



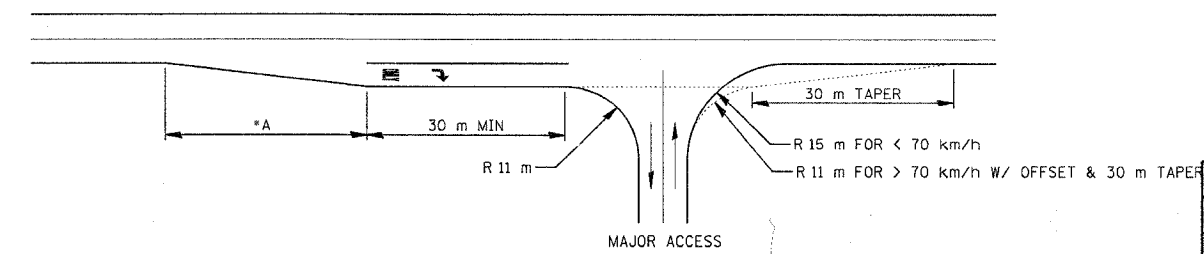
TYPICAL LEFT-TURN LANE



TYPICAL BY-PASS LANE



TYPICAL RIGHT-TURN LANE



Design Speed Posted Speed (Km/h)	*A	*B	
	Turn Lane Taper	Widening Both Sides	Widening One Side
40	30 meters ¹	30 : 1 ³	15 : 1 ⁴
50	38 meters ¹	35 : 1 ³	20 : 1 ⁴
60	45 meters ¹	40 : 1 ³	25 : 1 ⁴
70	58 meters ¹	45 : 1 ⁴	30 : 1 ²
80	70 meters ²	50 : 1 ⁴	40 : 1 ²
90	75 meters ²	55 : 1 ⁴	50 : 1 ²

TAPER FOR DOUBLE LEFT IS 90 m

NOTES:

- TURN LANE STORAGE LENGTHS SHALL BE A MINIMUM OF 30 m. THEY SHALL BE INCREASED AT SIGNALIZED INTERSECTIONS, THE GREATER OF THE STORAGE LENGTH OR THE QUEUE LENGTH OF THE THRU TRAFFIC.
- THIS CRITERIA IS NOT APPLICABLE TO BARRIER MEDIANS OR FREEWAY DESIGNS.
- ALL VALUES HAVE BEEN HARD CONVERTED FROM ENGLISH TO METRIC. SPEEDS WERE ROUNDED DOWN.

REFERENCES:

- A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, 1990 (AASHTO) pg. 828.
- MANUAL OF POLICIES AND PROCEDURES - LOCATION AND ENVIRONMENT, (IDOT) TABLE 3-226a.
- MANUAL OF POLICIES AND PROCEDURES - LOCATION AND ENVIRONMENT, (IDOT) FIG 3-226a.
- MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 1988 EDITION (USDOT-FHWA) pg. 38-13.

Lake County
Division of Transportation
APPROVED BY: GERALD WIESNER
DATE: 3/28/95

TYPICAL TURN LANES
& BY-PASS LANE

REVISIONS	DATE
ADDED 15 m TURN LANE	11/30/95
ADDED TAPER TO RADIUS	12/12/95

SD C3017-3